

a fence is to be erected between the two works sufficient to secure the horses used on the canal from accidents from the passage of the locomotive engines. The undersigned adopted this arrangement under a persuasion that upon amicable adjustment alone of the differences depended the value and prosperity of the rail road; and that the aid which the terms of compromise extended to the canal, could be afforded the more consistently and appropriately as it would promote materially the completion of the work to a productive point in its intended course, and would thus improve the interest already held by the state in the canal. It is to be considered that the resources thus furnished to the canal company are not a mere bounty to that corporation but devoted as they are to be, to the construction of the canal, an equivalent is assured to the state in the growth of the work and the proportional increase of its income. If, however, the release of the rail road from its suspension were the only consideration, it would, it is believed, amply compensate every disadvantage from the increased investment which the state by any possibility could ultimately encounter. It is judicious surely to adventure a sum comparatively small, with the assured prospect of rescuing from jeopardy interests involving vast amounts, and prospects of incalculable and permanent advantage to the public. By adopting the arrangement, we conduct the rail road to a point of easy junction with the Winchester rail road, running through the fertile and populous valley of Virginia, which with its abundant products will be tributary to the prosperity of not only the Winchester, but the Ohio rail road also. In the natural and convenient progress too, of the latter road, after thus meeting that of Virginia, we may with confident anticipation, trace it to its ultimate destination in the extreme West, with the accumulated commerce and revenue that will thus be diverted to the East and into this State. The canal too, will by this additional investment, be advanced toward a region of mineral and agricultural product, seeking the convenience of its transportation, and bringing an income for the expenditures of the canal. And it is not hazarding, it is believed, too much, to say that the augmented income from the extension of the canal and rail road now to be secured will, notwithstanding all the intermediate delays of construction, at the close of a year hence, yield more than enough to meet the interest of the outlay for the additional stock.